

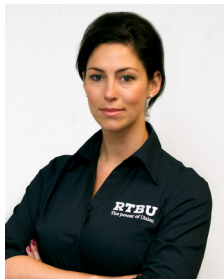
RTBU EXPRESS

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Letter from Secretary

STATE BUDGET OPPORTUNITY TO REVITALISE PUBLIC TRANSPORT



**Luba
Grigorovitch**
State Secretary

Victoria's 2015
Budget, to be handed
down on 5 May will be
the Andrews Labor

Government's first since coming to power in
November last year.

We anticipate that the State Budget will contain many welcome commitments to funding major projects in the rail industry, including the Melbourne Metro Rail Tunnel project, a pledge to remove Victoria's 50 most unsafe level crossings and the upgrade of numerous disused stations along the south-eastern rail corridor. These are commendable objectives of good government which were lacking under Ted Baillieu and Dennis Napthine, and which will boost employment and growth in public transport.

However, the RTBU believes there is a strong case for further investment in public transport and freight systems. The large increase in patronage levels over the last decade (having risen by 50 percent since 2005) has made the timely delivery of these commitments critical in meeting the demands placed on Victoria's public transport system. Ensuring the long-term future of Victoria's rail network is vital not only to the future of our members' work and livelihoods, but to the economic viability of our state.

To this end, our Union has made a written submission to the State Government for this year's Budget outlining a priority program for investment in Victoria's public transport. This submission accounts for the needs of all workers covered by our Union.

In our Budget submission, the RTBU has urged the State Government to give effect to a raft of items, which include:

- Fast-track delivery of 50 train carriages for rolling stock.
- Refurbishment of 45 metropolitan trains.
- Duplicate single line rack rails on 8 key metropolitan and regional rails.
- Upgrade of 26 Host Stations to Premium Stations.
- Upgrade of 109 Unstaffed Stations to Host Stations.
- 100 new mobile Authorised Officers to patrol unstaffed stations.
- Establishment of a nationally-accredited Rail Training and Development program.

We also remain adamant that the roll-out of the State Government's Homesafe policy (to provide all-night public transport on Friday and Saturday nights) must be accompanied by adequate staffing levels to ensure public safety. In our Budget submission, we have advised that this must include over 100 Customer Service Officers and 100 Authorised Officers per hour on the network, as well as the provision of reserve staff.

The renovation of Flinders Street Station must also be addressed by the State Government. The notoriously rundown state of Victoria's transport hub - including filthy bathrooms, grubby floors, poor lighting and cramped facilities at rush hour - are not only off-putting to the travelling public, but create an unsanitary

and dirty working environment for our members at Flinders Street. The overhaul of Flinders Street must be a matter of urgency for the Andrews Government in its first term.

Put plainly, the system will not cope with the demands placed on it unless further investments are made in this year's state budget. Our State Budget submission outlines a program of necessary and affordable investments in public transport, and which we believe can and should be made in the lifetime of this State Labor Government.

We await to see how positively Spring Street responds to the needs of our industry. If they recognise the imperative of a public transport system invested in for the long term, they will find a cooperative partner in our Union. But should the security of our industry and members' livelihoods fall by the wayside, we are always ready to roll up our sleeves and fight the tough slog as we have always done.

Luba Grigorovitch
State Secretary



ROSTER ON INFRASTRUCTURE



Bryan Evans
Organiser

It is no secret that Metro has inexplicably rushed the roll out of Roster On throughout the Track and

Structures areas in the Infrastructure Division. Minimal consultation was provided as members concerns were not heard or addressed by management. The training provided by Metro referred the majority of local issues back to local managers who had no answers or understanding of their roles within the Roster On system.

In a demonstration of unity, RTBU delegates from all corners of Track met with Metro on the 22nd of April to represent members

and lay out the issues throughout a comprehensive consultation process around the continued roll out of Roster On throughout Track and Structures. Many issues were raised and discussed, however the key agreements made were:

1. Dedicated computer terminals are to be placed throughout infrastructure to make sure members can access their profiles, apply for annual leave, etc.
2. Members will be given the means to verify their own pays, online or through their managers.
3. The Roster On system will be relied upon as a pay system when the infrastructure delegates are confident with the system's operation. Until such time that this occurs the paper based system will remain in effect.

The smooth roll out of Roster On will require members to be listened to, now and in the future.



TIME TO ACT



Grant Wainwright
Organiser

Authorised Officers and station staff working at Richmond Station during times of

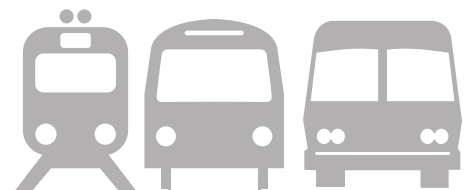
special events continue to struggle with crowd control issues at the Brunton Avenue entrance and on the very narrow platforms. The PTV recently installed new Myki barriers at

Brunton Avenue which our members require as a crowd control tool to ensure the travelling public's safety and the control of passenger numbers on overcrowded, narrow platforms.

Unfortunately Richmond Station was designed and built many decades ago and is unfit for purpose in today's environment. Previous governments of both persuasions have spent billions of dollars in this precinct, especially around the development of sporting venues. Narrow-mindedness has meant that Richmond Station has long been the forgotten hub of this precinct.

Station staff in particular work on a daily basis in out-dated facilities.

It's high time that the travelling public of Victoria were given a railway station that not only delivers a product for today's customer numbers but which will have scope for projected growth in the future. We are calling on the State Government to address this issue as a matter of urgency and start making plans to overhaul Richmond Station. Our members and the travelling public deserve nothing less.



Contact us

rtbuvic.com.au
(03) 9600 3030

Level 2, 365 Queen Street,
Melbourne, VIC 3000

E rtbu@rtbuvic.com.au
F 03 9600 3363

State Secretary
Luba Grigorovitch

**Rail Operations /
Administration**

Organiser: Grant Wainwright

Infrastructure Division
Secretary: Kevin Killender

Admin & Salaried Division
Secretary: Steven Kozmevski

Rail Operations Division
Organiser: Darren Galea

Admin & Salaried Division
Organiser: Jamie Porter

Workshops Division
Secretary: Paul Jumpertz

Industrial Officer
Rima Tawil

**Infrastructure, Workshops
& Labour Hire**

Organiser: Bryan Evans

